2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

93

Warren County Town of Front Royal

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					VV	arren Maintenance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tr		- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Warren County						2 0.00 0 7 0.00 1 11	a 211a	=.	i dotoi		, doto			
11)	0.19	3900	G	93%	0%	Shenandoah County Line 1% 3% 3%	6 0%	С	0.088	F	0.599	3900	G	2003
<u> </u>				To		Frederick County Line								
				From:		Rappahannock County Line	:	l						
(48) Skyline Drive	1.69	2000	M					-	NA			NA		2003
<u> </u>				To:		Rappahannock County Line	:	I						
(48) Skyline Drive	10.47	2000	M	rioni.		•		•	NA			NA		2003
<u> </u>				To:		US 340; Front Royal								
				From:		Shenandoah County Line								
55)	4.91	3500	N	96%	0%	1% 1% 19	6 0%	Ν	0.094	Ν	0.582	3600	N	2003
				To: From:		93-626		 						
55)	2.30	5800	G	96%	1%	2% 0% 1%	6 0%	С	0.082	F	0.625	5900	G	2003
				To:		WCL Front Royal								
Town of Front Royal				r I				1						
55 Strasburg Rd	0.00	8300	G	94%	1%	WCL Front Royal 2% 2% 19	6 0%	l C	0.095	F	0.615	0000	G	2003
55 Strasburg Rd	0.90	8300	G	94% To:	170	US 340; 522	o U%	1	0.095	F	0.615	9000	G	2003
V C 1						0.0 540, 522		1						
Warren County				From:		US 522								
55) (522) Shenandoah Ave	0.45	26000	N	96%	0%	1% 1% 1%	6 0%	Ν	0.083	Ν	0.505	27000	Ν	2003
				To-		CL Front Royal]						
Town of Front Royal														
¬~~				From:		CL Front Royal								
55 (522) Shenandoah Ave	0.34	26000	G	96%	0%	1% 1% 1%	6 0%	F	0.083	F	0.505	27000	G	2003
<u> </u>				To: From:		14 ST Shenandoah Ave								
55) (522) 14th Street	0.24	22000	G	96%	0%	1% 1% 1%	6 0%	I F	0.080	F	0.526	22000	G	2003
33) (322) ***********************************				To:		North Royal Ave		1		-	****			
¬~~				From:		14TH ST								
55) (522) North Royal Ave	0.35	24000	G	96%	0%	1% 1% 1%	6 0%	С	0.080	F	0.527	24000	G	2003
<u> </u>				To: From:		US 522,SR 340 RT 522 & RT 340								
55) (340) North Royal Ave	0.25	13000	G	98%	0%	1% 0% 19	6 0%	I F	0.078	F	0.542	14000	G	2003
33) (340)				To:				1		-				
55) 340 North Royal Ave	0.57	16000	G	From: 98%	0%	6th St 1% 0% 1%	6 0%	С	0.075	F	0.505	17000	G	2003
55 340 North Royal Ave	0.57	10000	G	30 /0	0 70		0 070		0.073	'	0.505	17000	J	2000
Cavith David Ava	0.40	15000		From:	00/	E Main St	/ 00/	<u> </u>	0.077		0.544	40000		2002
55 340 South Royal Ave	0.40	15000	G	97%	0%	1% 1% 1%	6 0%	. С	0.077	F	0.514	16000	G	2003
				From:		US 340		┝		_				
55 South St	0.54	13000	G	94%	1%	3% 1% 1%	6 0%	С	0.083	F	0.572	14000	G	2003
				From:		US 522		}						
55) John Marshall Hwy	1.72	12000	G	95%	0%	2% 1% 1%	6 0%	С	0.095	F	0.667	13000	G	2003
<u> </u>				To:		ECL Front Royal								
Warren County				From:		EQLE : P		ı						
(FE)	2.98	11000	G	98%	0%	ECL Front Royal 1% 0% 19	6 0%	C	0.093	F	0.742	11000	G	2003
55	2.30	1 1000	G	JU 70	U 70		U 70		0.083	Ι'	0.742	11000	G	2003
$\overline{}$	1.05	2700		From:	00/	SR 79	/ 00/		0.005		0.574	2700		2000
55	1.35	3700	G	98% To:	0%	1% 0% 1%	6 0%	F 1	0.095	F	0.574	3700	G	2003
				From:		Fauquier County Line		l						
East 66	6.61	13000	c	78%	1%	I-81 N 1% 1% 18'	% 1%]	0.061	_		12000	G	2003
66 /	กกไ	13000	G	78% 78%	1%			F	0.061	F F	0.609	23000	G G	2003
Combina		25000	C		170	2% 1% 18'	% 1%	F	0.079		U DUM	7.3000		
Combine	d Traffic:	25000	G								0.000	20000	O	
Combine		25000	G	To:		US 340; US 522				•				
Combine		13000	G A		1%		% 1%	<u></u> С	0.132	A		12000	<u> </u>	2003
East 66	d Traffic:	13000		From:		US 340; US 522		C C			0.572			2003

						V V ·	an en ivid	aiiilciiaii	cc Aica								
Route		Length	AADT	QA	4Tire	Bus			uck 1Trail		()(;	K Factor	QK	Dir Factor	AAWDT	QW	Year
Warren County					From:			SR 79									
East		1.56	17000	G	78%	1%	1%	1%	18%	1%	F	0.119	F		16000	G	2003
66	Combined		33000	G	78%	1%	2%	1%	18%	1%	F	0.079	F	0.745	30000	G	2000
	Combined	Traine.	00000		To:	170		r County I		1,0	•	0.070	·	0.7 10	00000		
West					From:			I-81									
(66)		6.62	12000	G	79%	1%	2%	1%	17%	1%	F	0.099	F		11000	G	2003
	Combined	Traffic:	25000	G	78%	1%	2%	1%	18%	1%	F	NA			23000	G	
					To		US 3	40; US 52	22								
West		0.55	42000		700/	40/				40/	_	0.404	۸		40000	^	2002
66	O a mada i maa d	6.55	13000	A	79%	1%	2%	1%	17%	1%	С	0.124	Α		12000	A	2003
	Combined	Hailic.	26000	Α	78%	1%	2%	1%	18%	1%	С	NA			24000	Α	
West					From:			SR 79									
66)		1.20	16000	G	79%	1%	2%	1%	17%	1%	F	0.117	F		15000	G	2003
	Combined	Traffic:	33000	G	78 <u>%</u>	1%	2%	1%	18%	1%	F	0.079	F	0.745	30000	G	
					To-		Fauquie	r County I	Line								
$\overline{}$	-			_	From:			Vest of Lin								_	
79)		0.23	11000	G	98%	0%	1%	0%	1%	0%	С	0.089	F	0.922	12000	G	2003
					To:			I-66									
North		4.00	04000	_	From:	40/	Shenando			20/	_	0.050	_		04000	0	2002
81	O a mada i maa d	1.29	24000	G	71%	1%	2%	1%	24%	2%	F	0.059	F		24000	G	2003
	Combined	rame:	45000	G	72%	1%	2% [-66, Frede	1%	23%	2%	F	NA			45000	G	
\. II.					From:					1							
South		1.15	21000	G	74%	1%	Shenando 1%	1%	21%	2%	F	0.082	F		21000	G	2003
81	Combined			G	72%	1%	2%	1%	23%	2%	F	NA	•		45000	G	2000
	Combined	manio.	.0000		To:	170		k County			•				10000	Ŭ	
					From:		Page (County Li	ne								
340		2.46	4300	G	95%	0%	1%	1%	2%	0%	С	0.089	F	0.751	4300	G	2003
~					To		N	93-613									
340)		5.30	5000	G	95%	1%	2%	1%	1%	0%	С	0.099	F	0.745	5100	G	2003
9.0					To			93-607									
340)		2.78	6500	G	From: 95%	0%	1%	1%	2%	0%	F	0.098	F	0.719	6600	G	2003
340)					To:												
340		0.83	14000	G	95%	0%	1%	93-619 1%	2%	0%	F	0.085	F	0.69	14000	G	2003
340)		0.00	1-1000	Ŭ	To:	070		Front Roy		070	•	0.000	•	0.00	14000	Ü	2000
Town of Front Roy	al				•			-		•							
					From:		SCL	Front Roy	al								
340 South Royal	Ave	0.31	14000	G	95%	0%	1%	1%	2%	0%	F	0.077	F	0.63	15000	G	2003
					To-		SR 5	5 South S	t								
340 South Royal	Ave	0.40	15000	G	97%	0%	1%	1%	1%	0%	С	0.077	F	0.514	16000	G	2003
					To- From:		F	Main St									
340 North Royal	Ave	0.57	16000	G	98%	0%	1%	0%	1%	0%	С	0.075	F	0.505	17000	G	2003
340)				_	To:						_		•			_	
340 North Royal	Ave	0.25	13000	G	From: 98%	0%	1%	6th St 0%	1%	0%	F	0.078	F	0.542	14000	G	2003
340 North Royal	, .vc	0.20	10000	3	JO 70	0 /0				U /0	'	0.070	'	0.042	17000	J	2000
NI	Dovel Acc	0.25	24000		From:	00/		522, 8th St		00/		0.000	г	0.507	24000		2002
340 522 North	royai Ave	0.35	24000	G	96%	0%	1%	1% 14th St	1%	0%	С	0.080	F	0.527	24000	G	2003
					From:			14th St 1 Royal Av	/e	-							
340 \ 522 \ 14th S	Street	0.24	22000	G	96%	0%	1%	1%	1%	0%	F	0.080	F	0.526	22000	G	2003
3.57022					To:			andoah Av									
~~~~				_	From:			14th St					_				
340 (522 Shena	andoah Ave	0.34	26000	G	96%	0%	1%	1%	1%	0%	F	0.083	F	0.505	27000	G	2003
~~					To:		CL F	Front Roya	ıl								

					VV	arren Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Warren County								ZITAII		1 40101		1 dotoi			
340 522 Shenandoah Ave	0.45	26000	N	96%	0%	CL Front Royal	1%	0%	N	0.083	N	0.505	27000	N	2003
340 522 Shenandoah Ave	0.22	24000	G	95%	1%	SR 55 West 1% 1%	2%	0%	F	0.082	F	0.542	25000	G	2003
340 (522)	0.83	23000	G	95% To:	1%	Old NCL Front Ro 1% 1% I-66	yal 2%	0%	С	0.083	F	0.558	23000	G	2003
(340)(522)	1.22	21000	G	85%	1%	Functional Class Ch	ange 12%	0%	С	0.079	F	0.532	21000	G	2003
(340)(522)	2.81	19000	G	From: 83%	1%	93-627 Reliance I 2% 2%	Rd 13%	0%	С	0.082	F	0.509	19000	G	2003
340 522	0.30	17000	G	From: 84%	1%	93-802 1% 1%	13%	0%	С	0.083	F	0.528	18000	G	2003
Frederick County				From:		Frederick County I									
340 522 Front Royal Pike	0.53	17000	G	84% To:	1%	Warren County Li 1% 1% Warren County Li	13%	0%	С	0.083	F	0.528	18000	G	2003
Warren County						*									
340 522 Front Royal Pike	0.39	17000	G	84% To:	1%	Frederick County I  1% 1%  Frederick County I	13%	0%	С	0.083	F	0.528	18000	G	2003
Frederick County															
340 522 Front Royal Pike	0.30	17000	G	From: 84% To:	1%	Warren County Li 1% 1% Warren County Li	13%	0%	С	0.083	F	0.528	18000	G	2003
Warren County				<u>l</u>		waren county E	iic								
340 522 Front Royal Pike	0.16	17000	G	84% To:	1%	Frederick County I  1% 1%  Clarke County Li	13%	0%	С	0.083	F	0.528	18000	G	2003
Clarke County				<u> </u>		Clarke County Li	iic .	<u> </u>							
(340) (522) Front Royal Pike	1.79	17000	G	84%	1%	Warren County Li	13%	0%	С	0.083	F	0.528	18000	G	2003
W. C. 1				To:		US 522 Double Toll	Gate								
Warren County  (522)	3.77	8000	G	97% To:	0%	Rappahannock Count  1% 0%  SCL Front Roya	1%	0%	С	0.087	F	0.569	8200	G	2003
Town of Front Royal						Sez Hom Roju	•								
522 Chester Gap Rd	0.60	8600	G	97%	0%	SCL Front Roya	1%	0%	С	NA			8600	G	2003
522 Chester Gap Rd	0.35	11000	G	97%	0%	Criser Rd 1% 1%	1%	0%	F	0.094	F	0.627	11000	G	2003
522 Commerce Ave	0.47	23000	G	From: 98%	0%	SR 55 South St 1% 0%	1%	0%	С	0.089	F	0.517	23000	G	2003
Commerce Ave	0.74	16000	G	From: 97%	0%	Main St 1% 0%	1%	0%	С	0.086	F	0.516	17000	G	2003
522 Commerce Ave	0.35	14000	G	From: 97%	0%	Happy Creek Ro 1% 0% US 340 North Royal	1%	0%	F	0.084	F	0.505	14000	G	2003
North Royal Ave	0.35	24000	G	96% To:	0%	Commerce Ave  1% 1%  14th St		0%	С	0.080	F	0.527	24000	G	2003
(522) 14th Street	0.24	22000	G	96%	0%	North Royal Av	1%	0%	F	0.080	F	0.526	22000	G	2003
				To:		Shenandoah Av	e								

				VV	arren Maintenand	e Area								
Length	AADT	QA	4Tire	Bus			 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
					ZANC O'ANC	TTTGII	ZITAII		1 actor		1 actor			
0.34	26000	G	96% To:	0%	14th St 1% 1% NCL Front Roya	1%	0%	F	0.083	F	0.505	27000	G	2003
					•									
0.45	26000	N	96%	0%	1% 1%	1%	0%	N	0.083	N	0.505	27000	N	2003
0.22	24000	G	95%	1%	1% 1%	2%	0%	F	0.082	F	0.542	25000	G	2003
0.83	23000	G	95%	1%	1% 1%	yal 2%	0%	С	0.083	F	0.558	23000	G	2003
1.28	21000	G	85%	1%	1% 1%	12%	0%	С	0.079	F	0.532	21000	G	2003
2.81	19000	G	83%	1%	2% 2%	13%	0%	С	0.082	F	0.509	19000	G	2003
0.30	17000	G	From: 84%	1%	1% 1%	13%	0%	С	0.083	F	0.528	18000	G	2003
					Treatrick County I	anic .								
0.53	17000	G	84% To:	1%	1% 1%	13%	0%	С	0.083	F	0.528	18000	G	2003
					wanen County L	ne								
0.39	17000	G	84% To:	1%	1% 1%	13%	0%	С	0.083	F	0.528	18000	G	2003
					Treactick County I	JIIC	I							
0.30	17000	G	84%	1%	1% 1%	13%	0%	С	0.083	F	0.528	18000	G	2003
			10.		warren County L	ne	<u> </u>							
0.16	17000	G	84%	1%	1% 1%	13%	0%	С	0.083	F	0.528	18000	G	2003
					Clarke County Li	ne								
1.79	17000	G	From: 84%	1%	1% 1%	13%	0%	С	0.083	F	0.528	18000	G	2003
			<u> </u>	03	540, 5K 277 Double	Ton Gate	′							
1.00	40	R	From:		Dead End				NA			NA		06/20/2002
1.00	60	R	From:		Dead End				NA			NA		07/09/2002
			To:		93-604									
0.25	520	R	From:		93-604				NA			NA		1999
0.45	30	R	From:			1	<u>_</u>		NA			NA		06/20/2002
			From:				<u> </u>							
2.90	470	R	To						NA			NA		06/17/2002
2.30	1900	G	98% To:	1%	1% 1% 93-638	0%	0%	С	0.102	F	0.545	1900	G	2003
			From:		Dead End									
0.90	80	R	To:		93-600				NA			NA		07/09/2002
	0.34  0.45  0.22  0.83  1.28  2.81  0.30  0.53  0.39  0.16  1.79  1.00  1.00  0.25  0.45	0.45 26000 0.22 24000 0.83 23000 1.28 21000 2.81 19000 0.30 17000 0.39 17000 0.30 17000 0.16 17000 1.79 17000 1.79 17000 1.00 40 1.00 60 0.25 520 0.45 30 2.90 470 2.30 1900	0.34 26000 G  0.45 26000 N  0.22 24000 G  0.83 23000 G  1.28 21000 G  2.81 19000 G  0.30 17000 G  0.39 17000 G  0.30 17000 G  1.79 17000 G  1.79 17000 G  1.00 40 R  1.00 60 R  0.45 30 R  2.90 470 R  2.30 1900 G	0.34   26000   G   96%	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus   True   2Axle   3+Axle	1.4th St   1.4th St	Length   AADT   QA   4Tire   Bus   Truck   2Axle   3+Axle   1Trail   2Trail   2Trail   0.34   26000   G   96%   0%   1%   19%   19%   0%   0%   1%   19%   19%   0%   0%   1%   19%   19%   0%   0%   1%   19%   19%   0%   0%   0%   1%   19%   19%   0%   0%   0%   1%   19%   19%   0%   0%   0%   0%   0%   0%   0%	Company   Comp	Length   AADT   QA   4Tire   Bus     Truck   2Axie   3+Axie   1Trail   2Trail   QC   K   Factor	Length   AADT   QA   4Tire   Bus     Truck   2Axie   3Truck   2Trail   2T	Length   AADT   QA   4 Tire   Bus   2Axis 3+Axis   17rai   2Trail   2Trai	Length   AADT   QA   4Tire   Bus   Day   Day	Length   AADT   QA   4Tire   Bus   State   Bus   State   Bus   State   Composition   Composition

						arren Marrieriari	00700								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail	 2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Warren County				From:		93-600		1							
604)	0.82	200	R			<i>73</i> 000				NA			NA		1999
	0.04	700		From:	00/	93-602	00/	00/		0.405	_	0.550	740		0000
604)	0.34	730	G	98%	0%	1% 1%	0%	0%	F	0.105	F	0.556	740	G	2003
604)	1.59	940	G	From: 98%	0%	93-671 1% 1%	0%	0%	С	0.089	F	0.560	950	G	2003
				To:		US 522									
	1.70	260	R	From:		US 340				NA			NA		06/20/200
605	1.70	200	K	To:		93-649				INA			INA		00/20/200
_				From:		NCL Front Roy	al								
606)	1.72	2500	R							NA			NA		1999
	0.54	C20		From:		1.72 MN OF NO	CL			NIA			NIA		00/47/00/
606	0.51	630	R	т		2221010001	37			NA			NA		06/17/200
606	0.25	110	R	From:		2.23 MN OF NO	CL			NA			NA		1999
000				To:		Dead End									
			_	From:		US 340									00/00/00
607	0.60	310	R							NA			NA		06/20/200
607	1.00	100	R	From:		0.60 ME US 34	.0			NA			NA		06/20/200
607	1.00	100		To		93-649				1471			147.		00/20/20
				From:		93-613									
608	0.45	500	R	To:		93-619				NA			NA		07/09/200
				From:		93-637		1							
609	0.40	210	R			75-051				NA			NA		1999
				To: From:		FR-225									
609	0.77	330	R							NA			NA		06/10/200
	0.07	000		To: From:		0.77 ME FR-22	25			NIA			NIA		4000
609	0.27	330	R							NA			NA		1999
609	0.10	480	R	From:		93-736				NA			NA		06/10/200
				To:		93-627									
$\bigcirc$	0.00	400	_	From:		SR 55; 93-678	}								00/04/00/
610	0.20	490	R	_						NA			NA		06/24/200
610)	2.15	80	R	From:		93-616				NA			NA		06/24/200
810	2.10			To		2.15 ME 93-61	6								00/2 1/200
610	0.05	110	R	From:		2.13 1412 75 01	0			NA			NA		1999
				To:		93-626									
	2.60	80	R	From:		93-635 WEST	•			NA			NA		06/10/200
611	2.00	00	K	To:		93-635 EAST				INA			INA		00/10/200
611)	0.10	200	R	From:		93-033 EAST				NA			NA		06/10/200
				To: From:		93-612; 93-84	)								
611)	3.38	270	R							NA			NA		06/17/200
				Tn·		93-637		]							
612	1.20	240	R	From:		93-611; 93-84	)			NA			NA		1999
	1.20			To:		1.20 ME 93-61	1			11/1			14/3		1000
612)	1.00	60	R	From:		1.20 MIE 73-01	1			NA			NA		06/10/200
				To		93-842									

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Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			$\cap$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Warren County				From:			93-842									
612	0.90	40	R	_							NA			NA		06/10/200
				To: From:			93-626									
613)	3.06	320	G	88%	1%	2%	531; 93-649 <b>7%</b>	1%	0%	F	0.120	F	0.585	330	G	2003
				To: From:			93-738									
613)	2.26	630	G	88% To:	1%	2%	7%	1%	0%	С	0.1	F	0.625	640	G	2003
				From:			63-672 93-672									
613)	0.31	1300	G	93% To:	0%	1%	4% 340 EAST	2%	1%	С	0.081	F	0.625	1300	G	2003
				From:			340 EAST 340 WEST									
613	1.00	440	R								NA			NA		06/24/200
	4.69	230	R	From:		GW N	Natl For Bn	dy			NA			NA		06/24/200
613	4.09	230	K	To		4.70	MS of Bnd	h.,			INA			INA		00/24/200/
613)	1.04	400	R	From:		4.70	IVIS OI BIIC	ıy			NA			NA		07/09/2002
				To: From:			93-608									
613)	0.49	130	R	To:			02 (10			l)	NA			NA		07/09/2002
				From:			93-619 526 SOUTH	ı								
614)	1.30	30	R			75-0	20 300 11	1			NA			NA		06/24/2002
				To: From:			55 WEST 55 EAST									
614)	0.70	110	R			J.K.	SSEASI				NA			NA		1999
				To			26 NORTH									
	1.90	780	G	98%	0%	93-6 1%	0%	1 0%	0%	C	0.106	F	0.523	790	G	2003
615	1.30	700		To	0 70		626 EAST	0 70	070		0.100	'	0.020	7 90		2003
615	0.10	40	R	From:		75-	020 EAST				NA			NA		08/08/2002
				To: From:		93-0	626 WEST									
615)	0.27	470	R								NA			NA		1988
	0.42	AE		From:		0.27	MN 93-62	6			NIA			NIA		06/24/2002
615	0.43	45	R	To:			93-660			i	NA			NA		00/24/200
615)	1.50	390	R	From:			93-000				NA			NA		1999
				To:			19 NORTH	I								
	0.70	120	R	From:			93-678				NA			NA		06/24/2002
616	0.70	120	- 1	To:			SR 55				INA			INA		00/24/200
616)	0.90	90	R	From:			SK 33				NA			NA		06/24/2002
				To:			93-610									
(647)	1.70	230	R	From:			93-618				NA			NA		06/24/2002
617)	1.70			To:			93-626				1471			147 (		00/24/2002
				From:		Ε	Dead End									
618)	0.89	450	R	To:		93_6	619 WEST			İ	NA			NA		1999
				From:			619 EAST									
618)	0.50	500	R							1	NA			NA		06/24/2002
(619)	0.80	170	R	From:			93-617				NA			NA		1999
618)	0.00	17.0	11	To:			93-615				11/7			INA		1000
				From:			US 340									
619	2.09	4200	G	95% To:	1%	2%	1%	1%	0%	С	0.088	F	0.673	4300	G	2003
				1.7.			93-677									

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Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	uck 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Warren County				From:			93-677		- 1							
619	0.11	4100	G	96%	1%	1%	1%	1%	0%	F	0.085	F	0.626	4200	G	2003
619	2.19	3100	G	96%	1%	1%	15 SOUTI 1%	1%	0%	С	0.086	F	0.655	3200	G	2003
619	1.93	620	G	From: 96%	1%	1%	93-673 1%	1%	0%	F	0.11	F	0.535	630	G	2003
619	2.43	630	G	From: 96% To:	1%	1%	93-626 1% 93-678	1%	0%	F	0.102	F	0.568	640	G	2003
(620)	0.60	220	R	From:			ead End				NA			NA		06/13/2002
				To: From:			93-658 93-660									
621)	0.60	1100	R	To:			SR 55				NA			NA		1999
				From:			93-634		1							
622	1.00	120	R	To:		1.00	MN 93-63	4	ļ		NA			NA		06/20/2002
622	0.10	120	R	To:		Dead End	; Gap Ter	minus			NA			NA		06/20/2002
622	0.39	100	R	From:		Dead End	l; Gap Ten	minus			NA			NA		06/20/2002
622)	0.50	100	R	From:		0.39 ME	OF Dead	End	]		NA			NA		06/20/2002
622)	0.50	150	R	From:		0.89 ME	OF Dead	End			NA			NA		07/09/2002
622)	0.70	110	R	From:			93-649				NA			NA		1999
622	2.79	140	R	From:		ı	93-631				NA			NA		07/09/2002
622)	0.36	150	R	To: From:		2.80	MN 93-63	1			NA			NA		1999
<u>(622)</u>	0.06	240	R	To: From:		ı	93-654		-		NA			NA		07/09/2002
				To:		!	93-674									
(623)	1.72	100	R	From:		D	ead End				NA			NA		07/09/2002
623)	0.38	430	R	From:			IN Dead F	End	•		NA			NA		06/24/2002
				To: From:			93-673	,								
624)	0.50	3600	G	96%	0%	1%	Front Roy 1%	1%	0%	С	0.092	F	0.578	3700	G	2003
624)	0.40	3200	G	From: 98%	0%	1%	93-647 <b>1%</b>	0%	0%	F	0.098	F	0.517	3200	G	2003
624)	1.28	3000	G	98%	0%	1%	93-645 1%	0%	0%	С	0.097	F	0.517	3000	G	2003
624)	1.80	1200	G	From: 98%	0%	1%	93-643 1%	0%	0%	F	0.13	F	0.522	1200	G	2003
624)	3.60	330	R	From:			93-661				NA			NA		1999
				To:		Clarke	County L	ine								
(625)	0.25	70	R	From:			93-637				NA			NA		06/10/2002
$\overline{}$				To:		D	ead End									

					W	arren Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Warren County				From:		93-619		i							
626	1.60	160	R			93-019				NA			NA		08/08/2002
020				To:		93-615 WEST									
	1.80	1300	G	98%	0%	93-615 EAST 1% 1%	0%	0%	С	0.086	F	0.614	1300	G	2003
626	1.60	1300	G	70:	0 /0	SR 55 WEST	0 /0	0 70	C	0.000		0.014	1300	G	2003
				From:		SR 55 EAST									
626	1.00	300	R							NA			NA		07/09/2002
	0.10	4=0	_	From:		93-614									4000
626	0.10	150	R							NA			NA		1999
	0.50	20	R	From:		93-610				NΙΛ			NΙΛ		06/24/2002
626	0.50	20	ĸ	To:		Dead End		1		NA			NA		06/24/2002
				From:		Dead End; Gap Terr	ninus								
626	0.20	70	R							NA			NA		06/10/2002
				From:		93-612									
626	0.70	160	R							NA			NA		06/10/2002
				To:		93-637									
	0.79	1400	G	From: 97%	0%	Frederick County I	ine 1%	0%	С	0.086	F	0.548	1500	G	2003
627)	0.79	1400	G	91 /0	0 /0		1 /0	0 70	C	0.000		0.546	1300	G	2003
	3.48	1200	G	From: 97%	0%	93-637 1% 1%	1%	0%	С	0.101	F	0.661	1200	G	2003
627	3.40	1200	G	31 70 T	0 70		1 70	0 70	C	0.101	'	0.001	1200	O	2003
627	0.33	1700	G	97%	0%	93-609 1% 1%	1%	0%	F	0.091	F	0.577	1700	G	2003
627)	0.00	1700		To:	070	US 522	170	070	•	0.001	•	0.077	1700	Ü	2000
				From:		US 340									
628	0.80	50	R	<u></u>				<u>.</u>		NA			NA		07/09/2002
				To: From:		93-629 SOUTH	[								
628	0.30	100	R	FIOIII.						NA			NA		07/09/2002
				From:		93-629 NORTH	[	-							
628	1.10	70	R							NA			NA		07/09/2002
				To:		93-613									
	0.05			From:		Dead End									00/04/0000
629	0.65	80	R	To:		93-628 NORTH	r			NA			NA		06/24/2002
				From:		93-628 SOUTH									
(629)	1.00	170	R							NA			NA		1999
				To:		US 340									
	4.05	470	_	From:		Dead End				N1.0			NIA		00/04/0000
(630)	1.85	470	R							NA			NA		06/24/2002
	0.40	470		From:		1.85 MN Dead E	nd	-		NIA			NΙΔ		06/24/2002
630	0.40	470	R	To:		93-613				NA			NA		06/24/2002
				From:		93-622		i							
631)	1.20	80	R	<u> </u>		75-022				NA			NA		08/12/2002
				To:		93-613 WEST									
(201)	5.70	120	R	From:		93-613 MID				NA			NA		06/20/2002
631)	5.70	120	11	т						INA			INA		JUIZUIZUUZ
(624)	0.40	340	R	From:		93-632				NA			NA		06/20/2002
(631)	0.40	J-10	11	To:		00.50				11/7			INA		30,20,2002
(24)	0.10	740	R	From:		93-634				NA			NA		1999
631)	0.10	1-10	11	To-		93-613 E; 93-64	9	1		14/7			INA		1000
				From:		Dead End		i							
632)	0.40	40	R	<u> </u>						NA			NA		06/20/2002
				To		93-633									

					VV	arren Mai	ntenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle			2Trail	ОC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Warren County				From:		9°	3-633									
(632)	0.70	110	R	<u>.                                    </u>			, 033			ļ	NA			NA		06/20/2002
				To		9:	3-631									
				From:		De	ad End									
633	0.40	30	R							Ì	NA			NA		06/20/2002
				To: From:			3-632									
634)	1.00	230	R	rioin.		9.	3-631				NA			NA		1999
				From:		93	3-622									
634)	1.20	110	R	To:		Do	ad End				NA			NA		06/20/2002
				From:				т:								
625	0.20	100	R			Shenandoa	n County	Line			NA			NA		06/10/2002
635)	0.20		•••	To:		02.61	1 WEST			Ì				147		00/10/2001
635)	1.90	40	R	From:		93-01	1 WEST				NA			NA		06/10/2002
(033)			•••	To:		93-61	1 EAST									00/10/2002
				From:		De	ad End									
636)	1.00	40	R								NA			NA		06/17/2002
				To:		9.	3-638									
$\bigcirc$	- 1-		_	From:		De	ad End									221121222
637	0.15	1300	R								NA			NA		06/10/2002
				From:			S 522			_						
637)	1.74	920	G	97%	1%	1%	1%	1%	0%	С	0.092	F	0.512	930	G	2003
				From:			3-625									
(637)	2.51	430	G	98%	0%	1%	0%	0%	0%	С	0.094	F	0.535	440	G	2003
637 637				From:			3-626									
(637)	1.01	450	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.685	450	G	2003
			_	From:		93	3-627									
(637)	1.21	150	R								NA			NA		1999
				From:		93	3-854									
637)	0.50	80	R	To		Frederick	Country	ima			NA			NA		07/09/2002
				From:	Г	auquier Cou										
(638)	1.20	370	R		Г	auquier Cou	nty Line;	30-038			NA			NA		1999
(030)				To		0.	2.626		1							
(620)	0.60	600	R	From:		9.	3-636				NA			NA		07/09/2002
638	0.00			To			D 55		1							0170072002
638	0.20	2400	R	From:			R 55				NA			NA		1999
638	0.20			To		171	R-283		1							
638	3.28	1500	R	From:		171	X-203				NA			NA		1999
638)				To:		3 28 M	N FR-28	3								
	5.49	760	R	From:		3.20 IV	IN I'IX-20	13			NA			NA		06/17/2002
638)				To:		۵	3-688		1							
638)	1.70	1100	R	From:		<i>)</i> .	. 000			l	NA			NA		1999
				To:		O.	3-603		]							
638)	2.90	1500	G	98%	0%	1%	0%	0%	0%	С	0.103	F	0.730	1500	G	2003
				To:		Clarke Cour										
		_		From:		Frederick	County 1	Line			_					
(639)	0.36	1100	R							ì	NA			NA		1999
				To: From:		93-80	2 SOUTE 2 NORTE	1								
630)	0.03	280	R			93-802	NORTE	1			NA			NA		07/09/2002
639	0.00		••	To:		U	S 522							, .		353,2002

					vv	arren Maintenai	ice Alea								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Warren County				From:		US 522		1							
639	3.03	200	R	<u> </u>		00022				NA			NA		1999
				To: From:		93-658 NORT	Н								
639	0.05	410	R							NA			NA		06/13/2002
	1.00	140	R	From:		93-658 SOUT	Н			NA			NA		06/13/2002
639	1.00		.`	To:		93-624									
$\bigcirc$				From:		93-735									
640	0.20	100	R	To:		Frederick County	Line	1		NA			NA		06/10/2002
				From:		93-639		1							
641)	0.10	900	R							NA			NA		1999
				To: From:		Frederick County	Line								
642	1.00	30	R	riom.		Dead End				NA			NA		07/09/2002
				To: From:		1.00 MW Dead	End								
642	0.20	90	R							NA			NA		1999
				To: From:		93-624									
643)	1.22	2000	G	98%	1%	93-624 1% 1%	0%	0%	С	0.096	F	0.533	2000	G	2003
049				To:		93-603									
$\bigcirc$				From:		Clarke County l	Line								
644)	0.40	50	R	To		93-624				NA			NA		06/13/2002
				From:		93-624									
645)	0.29	30	R							NA			NA		1999
				To:		Dead End									
646)	0.80	270	R	From:		Dead End				NA			NA		07/09/2002
040				To:		93-660									
$\bigcirc$			_	From:		SR 55									
647)	1.51	2000	R	_						NA			NA		1999
(647)	1.57	1600	R	From:		93-603				NA			NA		06/17/2002
041)				To:		93-624									
				From:		Dead End									
648)	0.22	60	R	To:		93-674				NA			NA		06/20/2002
				From:		93-613; 93-63	31								
(649)	1.73	940	G	98%	0%	0% 1%	0%	0%	F	0.088	F	0.76	960	G	2003
				From:		93-622									
649	2.52	1400	G	98%	0%	0% 1%	0%	0%	F	0.072	F	0.578	1400	G	2003
	2.20	1800	G	From: 98%	0%	93-605 0% 1%	0%	0%	С	0.088	F	0.769	1800	G	2003
649	2.20	1000		To: From:	070	93-650	070			0.000		0.700	1000		2000
649	0.60	2100	G	98%	0%	0% 1%	0%	0%	F	0.084	F	0.677	2100	G	2003
				To: From:		93-1010									
649	0.19	2300	G	98%	0%	0% 1%	0%	0%	F	0.091	F	0.701	2400	G	2003
				From:		93-745							0===		
649	0.19	2600	G	98% To:	0%	0% 1% US 340	0%	0%	F	0.091	F	0.721	2700	G	2003
				From:		93-649									
650	0.06	40	R	<u> </u>						NA			NA		06/20/2002
$\bigcirc$				To:		93-740									

					VV	arren Mair	itenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				$-\alpha c$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Warren County				From:		93-	-740									
650	0.50	30	R								NA			NA		06/20/2002
				To: From:			340									
652	0.18	50	R	110111		6.5	-656				NA			NA		06/17/2002
				To:		93-	-656									
$\bigcirc$			_	From:		93-	-622									1000
654)	0.17	40	R	To:		93.	-737				NA			NA		1999
				From:			d End									
655	1.00	3300	R								NA			NA		08/08/2002
				To:			; FR 730									
(a50)	1.00	80	R	From:		SCL Fr	ont Royal				NA			NA		1999
656	1.00	00	IX.	To:		ECL Fr	ont Royal				INA			INA		1999
				From:		Dea	d End									
657)	0.07	40	R	. –							NA			NA		06/17/2002
				To:			-638									
658)	3.00	880	G	98%	0%	1%	522 0%	1%	0%	С	0.089	F	0.519	890	G	2003
				To:			-661									
658)	1.60	340	G	96%	0%	2%	1%	1%	0%	С	0.093	F	0.543	350	G	2003
				To: From:			WEST EAST									
658)	1.05	340	G	96%	0%	2%	1%	1%	0%	F	0.108	F	0.521	350	G	2003
				To:		Clarke C	ounty Lir	ie								
$\bigcirc$			_	From:		93-	-603									00/4=/0000
659	0.50	90	R	To:		Dea	d End				NA			NA		06/17/2002
				From:			-615									
660	0.30	650	R	<u> </u>			012				NA			NA		06/24/2002
				To: From:			SOUTH	TH								
660	1.50	600	R	<u>L</u>		93-614; 93-	020 NOR	П			NA			NA		1999
				To:		93-	-621									
(660)	0.68	70	R	FIOIII.					<u>'</u>		NA			NA		06/24/2002
				To:			d End									
	1.23	1400	G	From: 98%	1%	93. 1%	-624 <b>0</b> %	0%	0%	F	0.097	F	0.681	1400	G	2003
(661)	1.20	1400	•	JO 70	1 /0		-658	0 70	<del></del>	'	0.007	•	0.001	1400	0	2000
(661)	2.10	1700	G	98%	1%	1%	0%	0%	0%	С	0.112	F	0.539	1700	G	2003
				To:			522									
$\bigcirc$				From:		Frederick (	County L	ine								00//0/0000
662	0.33	170	R	To		Dea	d End		1		NA			NA		06/10/2002
				From:			n Loop		L							
663	0.32	120	R			Degii	п соор				NA			NA		08/08/2002
				To: From:		End	Loop		ŀ							
(663)	0.08	370	R								NA			NA		1999
				Tn·			-745									
664	0.21	110	R	From:		Dea	d End				NA			NA		06/24/2002
664	U.Z I		_^	To:		SF	R 55		1		11/7			INA		
				From:		Rappahannoc		Line								
(665)	0.07	950	R	_							NA			NA		1999
				To:		US	522									

					Warren Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2T	 Γrail	QC K Factor	QK Dir Factor	AAWDT	QW Year
Warren County				From:	93-626	1				
667)	0.30	70	R		75 020		NA		NA	06/24/20
				To:	Dead End					
$\bigcirc$	0.00		_	From:	Dead End					00/04/00
668	0.20	90	R	To:	SR 55		NA		NA	06/24/20
				From:	US 340					
669	0.30	90	R		0.5%		NA		NA	06/24/20
				To:	Dead End					
$\bigcirc$	0.00	400	_	From:	Dead End					00/00/00
670	0.60	100	R	To:	93-737		NA		NA	06/20/20
				From:	Dead End	<u> </u>				
671)	0.92	240	R	<u> </u>	Dead End		NA		NA	06/20/20
				To:	93-604					
$\sim$				From:	Dead End					
672	0.10	80	R	To	02.612	_	NA		NA	06/24/20
				To:	93-613					
(270)	1.13	360	R	From:	Dead End		NA		NA	06/24/20
673	1.10	000	• • • • • • • • • • • • • • • • • • • •	To:	02 (22		14/		14/1	00/24/20
672	0.70	1100	R	From:	93-623		NA		NA	1999
673)				To:	93-619					
				From:	US 340					
674	0.48	100	R				NA		NA	06/20/20
				To: From:	93-622	$\Box$				
674)	0.17	280	R				NA		NA	1999
				To:	93-737					
$\bigcirc$	0.50	00	_	From:	US 522		NIA		NIA	00/40/00
675)	0.58	80	R	To:	Cul-de-Sac		NA		NA	06/13/20
				From:	93-677					
676)	0.30	100	R	<u> </u>	75-011		NA		NA	1999
				To:	Dead End					
				From:	93-619					
(677)	2.17	150	R	т	00.680		NA		NA	06/24/20
				To:	93-679					
(270)	1.77	1600	G	From: 96%	Shenandoah County Line           0%         2%         1%         1%         0	)%	C 0.089	F 0.607	1600	G 2003
678)	1.77	1000	Ü	To:	SR 55; 93-610	7,0	0 0.003	1 0.007	1000	0 2000
				From:	93-619 WEST					
679	1.32	170	R				NA		NA	1999
				To: From:	93-619 EAST					
679	0.70	590	R	rioin.			NA		NA	07/09/20
				To:	93-677					
	0.04	00	_	From:	93-619 WEST		NIA		NIA	00/04/00
680	0.31	30	R	To:	93-619 EAST	_	NA		NA	06/24/20
				From:	WCL Front Royal	+				
(681)	0.24	260	R	<u> </u>	WCL FIGHT ROYAL		NA		NA	06/20/20
	•			To	Dead End					
				From:	Dead End				<u> </u>	
682	0.10	40	R	_			NA		NA	1999
				To: From:	93-1111					
682	0.06	100	R				NA		NA	06/24/20
				To-	93-1110					

					Warren Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	K QK Dir il Factor Facto	AAWDT QV	V Year
Warren County				From:	93-1110	<del>                                     </del>		
682	0.27	300	R		75 1110	NA NA	NA	1999
				To:	SR 55	1		
$\bigcirc$				From:	93-661	<u> </u>		00/4=/000
683)	1.48	210	R	To:	93-658	NA T	NA	06/17/200
				From:	Dead End			
684)	0.09	30	R		Dette Enti	NA NA	NA	1999
				To: From:	93-686	]		
684	0.06	50	R	FIOII.		NA	NA	06/24/200
				To:	93-613			
$\bigcirc$			_	From:	93-638			1000
685	0.24	20	R	To	Dead End	NA T	NA	1999
				From:	Dead End			
686	0.05	20	R		Dead End	J NA	NA	06/24/200
000				To:	93-684	]		
				From:	Cul-de-Sac	]		
687	0.27	30	R	_		NA	NA	1999
				To:	93-638			
688	0.20	420	R	From:	93-638	 NA	NA	1999
	0.20	420	K	To:	Dead End	7	INA	1999
				From:	93-624			
689	0.28	130	R			NA	NA	06/17/20
				To	Dead End			
690				From:	SR-00055(B)/	<u> </u>		
	0.24	NA		To:	Dead End/	NA T	NA	
				From:				
700	0.36	110	R		Dead End	L NA	NA	06/24/20
				To:	93-677			
				From:	Dead End			
(701)	0.40	180	R			NA NA	NA	06/24/200
				To: From:	93-619	<u> </u>		
702)	0.61	580	R	FIOIII.	Cul-de-Sac	L NA	NA	06/13/20
702)	0.01	000	• • •	To:	93-661	7		00/10/20
				From:	Dead End			
703)	0.08	30	R			NA	NA	06/13/20
				To	93-661			
	0.20	100	Б	From:	SR 55		NIA	1000
704)	0.20	100	R	To:	Dead End	NA T	NA	1999
				From:	93-678	<u> </u>		
(710)	0.39	450	R	<u>.                                    </u>	25.010	NA NA	NA	1999
				To:	Dead End			
(725)				From:	Dead End/			
	2.11	NA		To:	US-00340(B)/	NA T	NA	
				From:		I I		
720	0.25	430	R		Dead End	L NA	NA	1999
730				To:	93-613	<u> </u>		
				From:	Dead End			
735	1.00	50	R			NA	NA	06/10/200
				To:	93-640			

					Warren Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	K Di I Cactor Pac	ΔΔΙΛ/Ι] ( )\Λ/	Year
Warren County				From:	93-640	i		
(735)	0.40	60	R		20 010	NA	NA 0	7/09/2002
				To-	Frederick County Line	]		
$\bigcirc$	0.00	40	_	From:	93-609		NIA O	0/40/0000
736)	0.20	10	R	То:	93-627	NA 1	NA 00	6/10/2002
				From:	93-654			
(737)	0.05	60	R	<u> </u>	, , , , , , , , , , , , , , , , , , ,	NA NA	NA	1999
				To:	93-674	}		
(737)	0.02	380	R	r tom.		NA	NA 00	6/20/2002
				To: From:	US 340			
(737)	0.40	150	R			NA NA	NA	1999
				To:	Dead End			
	0.30	30	R	From:	93-613	NA	NA 08	8/08/2002
738	0.30	30	K	To:	Dead End	]	INA U	5/06/2002
				From:	93-660			
739	0.22	90	R	<u> </u>	75 444	NA	NA 00	6/24/2002
				To:	Dead End			
$\bigcirc$				From:	93-650	j		
740	0.19	20	R	To:	02 (40	NA 1	NA 0	6/20/2002
				From:	93-649			
(745)	0.18	410	R		93-649	J NA	NA	1999
(149)	00			То:	Dead End	]		.000
				From:	US 522			
802	0.16	940	R	<u>-</u>		NA	NA 00	6/13/2002
				From:	93-639 SOUTH			
802	0.08	250	R			NA	NA	1999
				From:	93-639 NORTH	]		
(802)	0.20	70	R	. —	2 12 1	NA 1	NA 0	6/10/2002
				To:	Dead End	1		
(810)	0.23	80	R	From:	93-624	J NA	NA	1999
(810)	0.20			To:	93-811	1		1000
(810)	0.34	60	R	From:	93-811	NA	NA	1999
010				То:	93-639	]		
				From:	Cul-de-Sac			
811)	0.11	30	R			NA n	NA	1999
				To:	93-810			
	1.00	560	R	From:	Frederick County Line	J NA	NA 00	6/17/2002
840	1.00	300	K	То:	93-611; 93-612	]	INA O	3/11/2002
				From:	Dead End			
842	0.20	40	R	<u> </u>		NA	NA	1994
				From:	93-612	1		
842	1.25	40	R	r tom.		NA	NA 00	6/10/2002
				To: From:	1.25 MN 93-612	]		
842)	0.05	40	R	-		NA	NA 0	6/10/2002
				To: From:	93-611 WEST 93-611 EAST			
842)	1.22	170	R	<u> </u>	75-011 EAS1	J NA	NA 00	6/10/2002
				То:	Frederick County Line	]		
				From:	93-637			
854)	0.25	120	R	" I—		NA 1	NA 00	6/10/2002
				To:	Frederick County Line	<u> </u>		

					VV	arren Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Tra	()(;	K Factor	QK	Dir Factor	AAWDT	QW	Year
Frederick County				From:		Frederick County Line	1						
(854)	0.21	30	R			Frederick County Line	_	NA			NA		1999
				To		Dead End							
Warren County				-		211.0							
(1010)	0.20	80	R	From:		Cul-de-Sac		NA			NA		1999
(1010)	0.20			To:		93-649	1						1000
				From:		93-661							
1013)	1.02	290	R	_			_	NA			NA		1999
				To		93-1014							
	0.20	50	R	From:		93-1013		NA			NA		1999
1014)	0.20	30	IX	To:		Cul-de-Sac	7	INA			INA		1999
				From:		93-658							
(1015)	0.17	40	R	<u>.                                    </u>			_	NA			NA		1999
				To-		Cul-de-Sac	1						
$\bigcirc$			_	From:		Dead End							0010110000
(1110)	0.09	40	R	To:		93-682	7	NA			NA		06/24/2002
				From:		Dead End	<del> </del>						
(1111)	0.08	30	R			Dedd End	_	NA			NA		1999
				To:		93-682							
				From:		93-1125							
1120	0.29	1100	R	To:		WCL F . P . I	_	NA			NA		1999
				From:		WCL Front Royal	<u> </u>						
(1121)	0.11	120	R	riom.		93-1120	_	NA			NA		1999
(1121)	• • • • • • • • • • • • • • • • • • • •	0		To:		Cul-de-Sac							
				From:		Cul-de-Sac							
(1122)	0.15	120	R				_	NA			NA		1999
				To:		93-1120							
	0.07	470	R	From:		93-1120		NΙΔ			NIA		1000
1123	0.07	170	K	To:		Cul-de-Sac	7	NA			NA		1999
				From:		93-1123	Ī						
1124	0.06	80	R	<u></u>			_	NA			NA		1999
				To:		Cul-de-Sac							
$\bigcirc$	0.00	440	_	From:		Cul-de-Sac							1000
(1125)	0.22	110	R	To:		Cul-de-Sac	7	NA			NA		1999
				From:		Cul-de-Sac	<del> </del>						
(1126)	0.11	100	R	<u> </u>		Cui de Sue	_	NA			NA		1999
				To:		93-1125	1						
Town of Front Roval						-	_						
2 Criser Rd	0.51	2100	G	99%	0%	Luray Ave 1% 0% 0% 0%		0.089	F	0.525	2300	G	2003
2 Criser Rd	0.01	2100	Ü	70 /U	0 70		,	0.005	'	0.020	2000	O	2000
2 Criser Rd	0.71	3800	G	From: 99%	0%	South Royal Ave  1% 0% 0% 0%		0.103	F	0.698	4100	G	2003
2 Criser Rd				To		Chester Gap Rd							
				From:		WCL Front Royal							
4001 Luray Ave	0.45	890	G	98%	0%	1% 0% 1% 0%	_ F	0.101	F	0.605	960	G	2003
				From:		Stonewall Dr	]—						
4001 Luray Ave	0.21	1400	G	98% To:	0%	1% 0% 1% 0%	_ C	0.100	F	0.571	1500	G	2003
				From:		W Main St							
				From:		Luggar Axia							
4002 112 Stonewall Dr	0.25	490	G	99%	0%	Luray Ave 1% 0% 0% 0%	<b>」</b> ⊳ F	0.099	F	0.685	530	G	2003

					VV	arren ivi	aintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Front Roval																
Stonewall Dr	0.42	2800	G	99% To-	0%	1%	Commerce 0% Charles St	Ave 0%	0%	С	0.095	F	0.647	3000	G	2003
				-												
4004 West Main St	0.64	1500	G	98%	0%	0%	1%	1%	0%	С	0.094	F	0.616	1600	G	2003
4004 112 West Main St	0.07	2500	G	From: 97%	1%	1%	uray Ave 0%	1%	0%	F	0.088	F	0.661	2700	G	2003
East Main St	0.25	3500	G	From: 97%	1%	Norti 1%	h Royal Ave 0%	1%	0%	С	0.088	F	0.514	3700	G	2003
4004 112 East Main St	0.13	3000	G	From: 97%	1%	1%	e Ridge Ave	1%	0%	F	0.089	F	0.541	3300	G	2003
						Con	nmerce Ave									
4005) Happy CreekK Rd	0.85	2400	G	99%	0%	0%	0%	0%	0%	С	0.098	F	0.563	2600	G	2003
				To:			6Th St									
4006 112 Kendrick Lane	0.19	7900	G	99%	0%	1%	0%	0%	0%	С	0.088	F	0.511	8500	G	2003
				From:			6Th St endrick Ln									
6th Street	0.11	7300	G	97%	0%	1%	1%	1%	0%	F	0.083	F	0.501	7900	G	2003
O 011 01 1	0.44		_	From:	00/		North Royal			_	0.005	_	0.507	5000		2000
6th Street	0.14	5500	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.507	5900	G	2003
				To: From:		Con	nmerce Ave									
6th Street	0.62	6300	G	97%	0%		1% by Creek Ro	1% I	0%	С	0.092	F	0.516	6800	G	2003
4006 112 Happy Creek Rd	2.19	4900	G	95% To:	0%	1%	6Th St 1%	2%	1%	С	0.097	F	0.561	5300	G	2003
							Front Roya	.1								
Shenandoah Ave	0.50	6100	G	97% To:	0%	1%	0% 14Th St	2%	0%	С	0.087	F	0.519	6600	G	2003
				From:					1							
11th Street		860	G	To:			rginia Ave				0.094	F		860	G	2003
						Nort	h Royal Av	e								
13th Street		540	G	From:		Jeffe	rson Avenu	e			0.094	_	0.510	540	G	აიია
13th Street		540	G	To:		Mon	roe Avenue				0.094	r	0.519	540	G	2003
				From:												
Jamestown Road		1300	G	To:			comac Road				0.089	F	0.562	1300	G	2003
							arles Street									
Kendrick Lane		3300	G	From:			nutten Aver				0.090	F	0.563	3300	G	2003
							ndoah Aven									
Washington Avenue		330	G	From:			y Creek Roa	nd			0.12	F	0.563	330	G	2003
				To:		6	th Street									